

**FOR FURTHER INFORMATION CONTACT:** For details on the Draft Strategic Plan or the public meeting, please contact Joseph Cameron (202-366-2579), Elza Chapa (202-366-0014) or Louise Davis (202-366-1574), NHTSA Office of Plans and Policy. FAX number: 202-366-2559.

Issued: May 12, 1998.

**William H. Walsh,**

*Associate Administrator for Plans and Policy,  
National Highway Traffic Safety  
Administration.*

[FR Doc. 98-13156 Filed 5-15-98; 8:45 am]

BILLING CODE 4910-55-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3822] — /

#### Notice of Receipt of Petition for Decision That Nonconforming 1998- 1998 BMW Z3 Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic  
Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for  
decision that nonconforming 1996- 1998  
BMW Z3 passenger cars are eligible for  
importation.

**SUMMARY:** This notice announces receipt  
by the National Highway Traffic Safety  
Administration (NHTSA) of a petition  
for a decision that 1996- 1998 BMW Z3  
passenger cars that were not originally  
manufactured to comply with all  
applicable Federal motor vehicle safety  
standards are eligible for importation  
into the United States because (1) they  
are substantially similar to vehicles that  
were originally manufactured for  
importation into and sale in the United  
States and that were certified by their  
manufacturer as complying with the  
safety standards, and (2) they are  
capable of being readily altered to  
conform to the standards.

**DATES:** The closing date for comments  
on the petition is June 17, 1998.

**ADDRESSES:** Comments should refer to  
the docket number and notice number,  
and be submitted to: Docket  
Management, Room PL-40 1,400  
Seventh St., SW, Washington, DC  
20590. [Docket hours are from 10 am to  
5 pm]

**FOR FURTHER INFORMATION CONTACT:**  
George Entwistle, Office of Vehicle  
Safety Compliance, NHTSA (202-366-  
5306).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A), a  
motor vehicle that was not originally

manufactured to conform to all  
applicable Federal motor vehicle safety  
standards shall be refused admission  
into the United States unless NHTSA  
has decided that the motor vehicle is  
substantially similar to a motor vehicle  
originally manufactured for importation  
into and sale in the United States,  
certified under 49 U.S.C. 30115, and of  
the same model year as the model of the  
motor vehicle to be compared, and is  
capable of being readily altered to  
conform to all applicable Federal motor  
vehicle safety standards.

Petitions for eligibility decisions may  
be submitted by either manufacturers or  
importers who have registered with  
NHTSA pursuant to 49 CFR Part 592. As  
specified in 49 CFR 593.7, NHTSA  
publishes notice in the **Federal Register**  
of each petition that it receives, and  
affords interested persons an  
opportunity to comment on the petition.  
At the close of the comment period,  
NHTSA decides, on the basis of the  
petition and any comments that it has  
received, whether the vehicle is eligible  
for importation. The agency then  
publishes this decision in the **Federal  
Register**.

Champagne Imports of Lansdale,  
Pennsylvania ("Champagne")  
(Registered Importer 90-009) has  
petitioned NHTSA to decide whether  
1996- 1998 BMW Z3 passenger cars are  
eligible for importation into the United  
States. The vehicles which Champagne  
believes are substantially similar are  
1996-1998 BMW Z3 passenger cars that  
were manufactured for importation into,  
and sale in, the United States and  
certified by their manufacturer,  
Bayerische Motoren Werke, A.G., as  
conforming to all applicable Federal  
motor vehicle safety standards.

The petitioner claims that it carefully  
compared non-U.S. certified 1996-1998  
BMW Z3 passenger cars to their U.S.  
certified counterparts, and found the  
vehicles to be substantially similar with  
respect to compliance with most Federal  
motor vehicle safety standards.

Champagne submitted information  
with its petition intended to  
demonstrate that non-U.S. certified  
1996-1998 BMW Z3 passenger cars, as  
originally manufactured, conform to  
many Federal motor vehicle safety  
standards in the same manner as their  
U.S. certified counterparts, or are  
capable of being readily altered to  
conform to those standards.

Specifically, the petitioner claims that  
non-U.S. certified 1996-1998 BMW Z3  
passenger cars are identical to their U.S.  
certified counterparts with respect to  
compliance with Standards Nos. 102  
**Transmission Shift Lever Sequence**  
\* \* \*, 103 **Defrosting and Defogging**

**Systems, 104 Windshield Wiping and  
Washing Systems, 105 Hydraulic Brake  
Systems, 106 Brake Hoses, 109 New  
Pneumatic Tires, 113 Hood Latch  
Systems, 116 Brake Fluid, 124  
Accelerator Control Systems, 201  
Occupant Protection in Interior Impact,  
202 Head Restraints, 204 Steering  
Control Rearward Displacement, 205  
Glazing Materials, 206 Door Locks and  
Door Retention Components, 207  
Seating Systems, 209 Seat Belt  
Assemblies, 210 Seat Belt Assembly  
Anchorages, 212 Windshield Retention,  
216 Roof Crush Resistance, and 302  
Windshield Zone Intrusion, and 302  
Flammability of Interior Materials.**

Additionally, the petitioner states that  
non-U.S. certified 1996-1998 BMW Z3  
passenger cars comply with the Bumper  
Standard found in 49 CFR Part 581 and  
with the Theft Prevention Standard  
found in 49 CFR Part 541.

Petitioner also contends that the  
vehicles are capable of being readily  
altered to meet the following standards,  
in the manner indicated:

**Standard No. 101 Controls and  
Displays:** (a) substitution of a lens  
marked "Brake" for a lens with a  
noncomplying symbol on the brake  
failure indicator lamp; (b) installation of  
a seat belt warning lamp that displays  
the appropriate symbol; (c) recalibration  
of the speedometer/odometer from  
kilometers to miles per hour.

**Standard No. 108 Lamps, Reflective  
Devices and Associated Equipment:** (a)  
installation of U.S. -model headlamp  
assemblies that incorporate headlamps  
with DOT markings; (b) installation of  
U.S.-model front and rear sidemarker/  
reflector assemblies; (c) installation of  
U.S.-model taillamp assemblies.

**Standard No. 110 Tire Selection and  
Rims:** installation of a tire information  
placard.

**Standard No. 111 Rearview Mirror:**  
replacement of the passenger side  
rearview mirror with a U.S.-model  
component.

**Standard No. 114 Theft Protection:**  
installation of a warning buzzer  
microswitch in the steering lock  
assembly and a warning buzzer.

**Standard No. 118 Power Window  
Systems:** rewiring of the power window  
system so that the window transport is  
inoperative when the ignition is  
switched off.

**Standard No. 208 Occupant Crash  
Protection:** (a) installation of a U.S.-  
model seat belt in the driver's position,  
or a belt webbing-actuated microswitch  
inside the driver's seat belt retractor; (b)

installation of an ignition switch-actuated seat belt warning lamp and buzzer; (c) replacement of the driver's and passenger's side air bags and knee bolsters with U.S.-model components if the vehicle is not so equipped. The petitioner states that the vehicles are equipped with combination lap and shoulder restraints that adjust by means of an automatic retractor and release by means of a single pushbutton at both front designated seating positions.

**Standard No. 214 Side Impact Protection:** installation of reinforcing beams.

**Standard No. 301 Fuel System Integrity:** installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

The petitioner also states that a vehicle identification number plate must be affixed to the vehicles to meet the requirements of 49 CFR Part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: April 12, 1998.

**Marilynne Jacobs,**

**Director, Office of Vehicle Safety Compliance.**  
[FR Doc. 98-13073 Filed 5-15-98; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-98-38231]

#### Notice of Receipt of Petition for Decision That Nonconforming 1995 Ferrari F355 Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1995 Ferrari F355 passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1995 Ferrari F355 that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is June 17, 1998.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 10 am to 5 pm].

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

#### SUPPLEMENTARY INFORMATION

##### Background

Under 49 U.S.C. § 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or

importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Motors of Kingsville, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 1995 Ferrari F355 passenger cars are eligible for importation into the United States. The vehicle which J.K. believes is substantially similar is the 1995 Ferrari F355 that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1995 Ferrari F355 to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that the non-U.S. certified 1995 Ferrari F355, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1995 Ferrari F355 is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Sealing Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorage*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily